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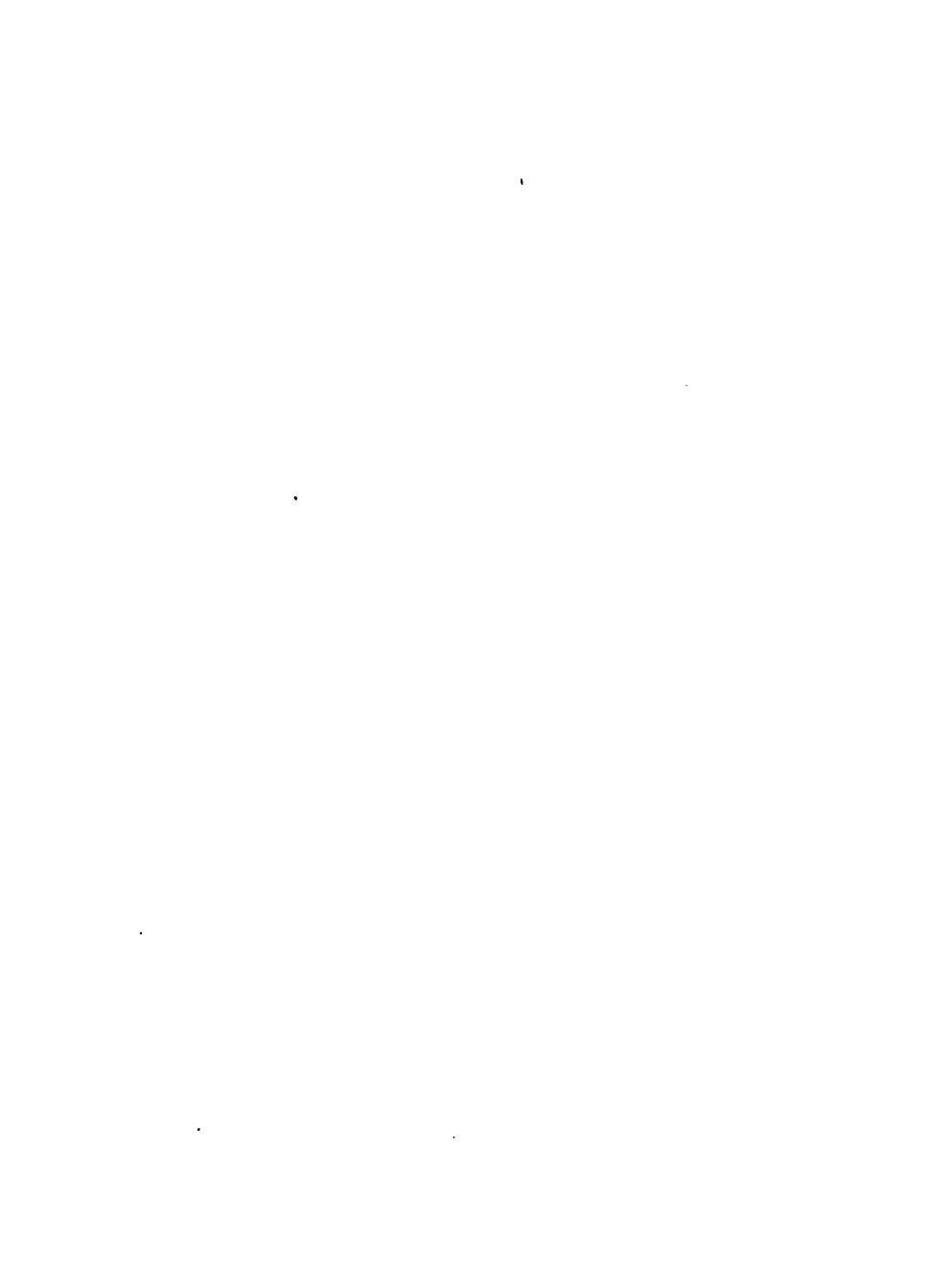
HOLIDAY  
LETTERS  
1879

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# HOLIDAY LETTERS.

BY A

DUNDEE MERCHANT.

1879.



DUNDEE :  
PRINTED AT THE COURIER & ARGUS OFFICE.

1879.

These Letters appeared in the columns of the *Dund  
Courier & Argus*, and are now got up by the write  
who is a Member of the Congregation, in their preser  
shape, with the view of being gifted over to the childre  
attending St Paul's Established Church.



## HOLIDAY LETTERS.

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### No. I.

ROTTERDAM, 9th June, 1879.

To any one who wishes to make a short and pleasant passage to the Continent I would recommend the route *via* Harwich to Rotterdam. Leaving London at 8.30 p.m., you are landed in Rotterdam next morning at ten o'clock. The steamers are large powerful paddle boats, and unless the weather is very bad the motion is scarcely felt. The evening we left, however, it blew rather fresh, with a heavy rain, and as the saloon was very full of passengers I preferred to don my ulster and walk the deck the greater part of the night, with an occasional application to a small allowance of the "National Blend."

Sailing up the Maas the first thing that strikes a stranger is the extreme flatness of the country, and the number of windmills

Rotterdam



Rotterdam.

to be seen from the deck of the steamer. These windmills are used for all kinds of purposes—grinding corn, sawing timber, manufacturing paper, cutting tobacco, &c. Of course every one knows that Holland is flat, but a Scotchman at least cannot realise the flatness unless he sees it. It would appear that there is not even a small “brae” in the whole country, everything is on a dead level.

Arrived at Rotterdam I proceeded with a friend to the Hotel de Hollande, a very comfortable and well furnished house, where they give a splendid dinner at the *table d'hôte*; and after a wash up we engaged a guide to show us over the town. It being Sunday when we arrived, the canals, which intersect the town in every direction, were comparatively void of animation. Crowded with boats of almost every description, they present on week days a scene of bustle and animation which can scarcely be described. Cargoes of fruit, vegetables, cheese, &c., from the country districts all testify to the industry of the people. The Dutch love of cleanliness is of course proverbial, but we were not prepared to see it carried to

such an extent. The canal boats, with their white painted windows filled with choice flowers, are washed as clean and look as tidy and fresh as the day they left the builder's hands. Whole families live in the canal boats, and not an untidy man, woman, or child did we see on board of one of them. Even the very pavements of the streets are regularly and carefully washed every morning, not merely soused with water, but properly scrubbed and dried. The people themselves are scrupulously clean, and they seem to take a great pride in having their children neatly and tidily dressed. We paid a visit in the afternoon to a public park, which was thronged with all classes of the inhabitants, and a more orderly gathering of people I never saw. A military band was playing during the afternoon, and the people were enjoying themselves evidently to their hearts' content.

Peat is largely burned in Rotterdam, and a great many shops are to be seen for the sale of this article, which is brought chiefly from the neighbourhood of Amsterdam by the canal boats.

Although a city of nearly 150,000 inha-

Rotterdam.

**Rotterdam.**

bitants, Rotterdam possesses no really fine streets or elegant buildings, if we except, perhaps, the Post Office. The church of St Lawrence, a Gothic brick edifice dating from the 15th century, contains several marble monuments of Dutch naval heroes, but, otherwise, will not bear comparison with the splendid Gothic edifices of Belgium and Germany. In the Groote market there is a bronze statue of the illustrious Erasmus, who was born in a little street about 100 yards distant.

**The Hague.**

From Rotterdam to The Hague, the Royal residence and seat of the Government, is a journey of about an hour through smiling pasture lands, and over innumerable canals bordered by rows of splendid trees. You pass on the way Schiedam, in which there are something like 300 distilleries of gin—or Geneva, as it is usually called. A few miles further on is Delft, a pleasant little town with remarkably clean canals, bordered by lime trees and chestnuts. This place was formerly famous for the manufacture of pottery or Delft ware, but all the manufactures have died out, and it is now destitute of all commercial import-

ance. Another quarter of an hour will bring us to The Hague—a very aristocratic and prosperous looking town of upwards of 100,000 inhabitants. The streets are broad and handsome, and it contains several spacious and imposing squares. The picture gallery contains many specimens of Rembrandt and Potter, the most famous picture being no doubt Paul Potter's "Bull," which is valued at 60,000 florins. I failed to see that, as a picture, it is worth anything like that sum. The bull is a very commonplace looking animal, and altogether the picture is disappointing; but, having no pretensions to being an art critic, I am perhaps not competent to give a correct judgment.

About a mile and a half from The Hague is the "House in the Wood," a Royal villa, erected by the widow of Prince Frederick Henry of Orange in memory of her husband, the drive to which is one of the finest in Holland. Numerous villas and country seats are passed, all freshly painted and with beautiful parterres of flowers in front. Indeed, flowers seem to be quite a passion with the Dutch people, and scarcely a win-

*The Hague.*

The Hague.

dow is to be seen which is not filled with them.

Everybody in Holland smokes—not the large pipes we are accustomed to hear about, but really good Havannah cigars. Even little boys can be seen going to school with cigars in their mouths. A very good cigar can be obtained for a penny which would cost in this country twopence or threepence. One thing I did not like to see while in Holland is the way the dog is treated. Harnessed to all manner of small carts and barrows, he is made to work very hard for his food, which I believe is none of the best, and it is pitiful to see such a faithful animal reduced to such a state of bondage—all are muzzled, and have quite a despondent air about them.

As I am going on to Belgium, Germany, &c., I may give you a few more notes by the way.

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Berlin.

On leaving Hamburg I have now made my way to Berlin, and find the fair city in a great state of excitement. On getting to my old hotel, I find a great deal of trouble waiting me, and if any visitors from Dun-

deed wish to spend a holiday here they must provide themselves with a passport, otherwise they will be terribly annoyed. Fortunately for me I had one. The moment I entered the hotel my passport was demanded; it was then handed over to the police, and I was thereafter taken in charge during my stay in this city.

The Emperor's golden wedding, which has been celebrated with so much pomp, naturally directs attention to the affairs of Germany, and the feats accomplished during late years by Prince Bismarck and the Prussian army. There is no doubt but Bismarck has done a great deal to bring the small German States together, and made Prussia more solid and powerful, but it is quite clear, I think, that the German people are far from satisfied with the present state of matters, and it is well known here matters would have come to a crisis ere this had it not been for the critical state of the Emperor's health. In the event of the Emperor's death it is understood that Bismarck's rule comes to an end, and quite a new state of matters will come in operation with the Crown Prince. It is only

Berlin.

**Berlin.**

under a new reign and with a new Chancellor that Germany can secure the full possession of Parliamentary Government, but the great services which Bismarck has rendered her must make her content to wait for a boon which it is not in his nature to confer.

Berlin has been very gay during the present season, there being a great many people from all parts of the world. The cafés are doing a roaring trade. Still, in the evening, in such places you will find the people sober, and the owners and servants as busy as bee hives. They are well got up; mirrors, pillars, &c., are all adorned with really beautiful work.

Since I came here I have met with several Frenchmen, and have had several animated conversations with them regarding the late war between them and Germany; and they all declare that the difference between them is far from settled, and that a day of reckoning must come sooner or later. Germany is feeling very much the expense she is being put to in keeping up such a large army. However, she can't help it, as France is putting her house in order, and

Germany knows it. France being a much richer country, she can afford to annoy Germany with the expense of her army.

This city has been so often noticed in your columns, and everything being stamped with the word holiday on it, and being in midst of friends, I have no time to write a long letter on the present occasion.

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Berlin.

## No. II.

*ANTWERP, 12th June, 1879.*

From Rotterdam to Antwerp the journey by rail is comparatively uninteresting, the same flat country, with, however, fewer canals and more cultivated land. That is to say, you pass fields of grain, vegetables, &c., instead of the numerous meadows dotted all over with the black and white cattle, so numerous in the neighbourhood of Rotterdam.

Some miles beyond Dordrecht the railway passes over a very long and substantial iron bridge, which spans the "Hollandsch Diep," an arm of the sea, one and

Antwerp.



**Antwerp.**

a half miles broad. The bridge is apparently of the same construction as the Tay Bridge, and is nearly as long. It cost well on to half a million of money, and the Dutch people seem to be very proud of it. Some gentlemen we spoke to in the train were of opinion that it was the longest bridge in Europe, and would scarcely believe that we had a longer one in Dundee.

Antwerp is a very quaint old town of about 150,000 inhabitants. The streets are generally narrow and tortuous, and there are only two open squares in the city. It is a most interesting town, and resembles a Dutch or German town in many of its characteristics. There are no end of churches, each containing some masterpiece of painting, all of which will well repay a visit, but the chief attraction is the cathedral—the largest and finest Gothic building in the Netherlands. The tower is a most beautiful and elaborate structure, upwards of 400 feet high, and the chimes are the most complete in Belgium. The interior is grand and impressive, and the rich perspective of its six aisles is very effective. Of

course, every one knows that here is to be seen Rubens' far-famed master-piece, "The Descent from the Cross," a most magnificent picture, which grows upon the visitor the more he gazes upon it. Here are also to be seen other two of Rubens' pictures, "The Elevation of the Cross," and the "Assumption," the latter above the high altar. During our visit there was no service, but it was pleasing to see the devout behaviour of the people. The workman with his tools knelt side by side with the fashionable lady, and breathed a prayer to the Great Being for whose service the building is consecrated. What jars upon a stranger in these famous sanctuaries, however, is the perpetual dunning of the guides. They seem to pick out a foreigner by instinct, and no sooner does one stand to admire some of the beauties of the building than one of them whispers close at your elbow, "Do you wish to see the Cathedral, sir, only a franc." My advice is, have nothing to do with guides in such a place; everything can be seen gratis without their aid, and one can appreciate and enjoy such sights far better in silence and alone. What

Antwerp.

**Antwerp.**

strikes a stranger and Protestant in a walk through the streets of Antwerp is the number of shrines, each with a lamp burning in front. Whether these are "aids to devotion" or not I cannot tell, but the people seem to pass them by without the slightest notice.

The environs of Antwerp are very fine, and tramways run round the whole city. The cars are very light, without sides, and generally drawn by one horse. The rules for the loading of the cars are not so strict as with us, for it is quite common to see half a dozen people standing on the driver's platform, and as many on that of the conductor.

The Museum, which contains about 700 pictures, amongst which Rubens, Van Eyck, &c., are admirably represented, is free to visitors on Thursdays, Sundays, and holidays ; on other days the charge is a franc. The majority of the pictures are large, and devoted to sacred subjects. We noticed, however, in one of the rooms "Lady Godiva," which was exhibited in Mr Murray's, Nethergate, some years ago. Besides the Museum there are several

private collections, to which admission can be obtained for one franc, which the party in attendance is always careful to tell you goes to the poor of the city.

The Zoological Gardens contain a fine collection of animals, and a cabinet of natural history, and is believed to be one of the best collections in Europe. We were specially struck by a large elephant and several handsome specimens of giraffes. In the afternoon a military band plays, and there is a large café, where refreshments of all kinds can be obtained at a moderate price. Here, as in Rotterdam, the dog is also compelled to work hard for his livelihood, but the Belgians seem to eschew muzzles more than the Dutch.

The visitor to Antwerp should not fail to visit the quays and docks, where ships and sailors of all nationalities are to be seen, and the signboards over the shops in the neighbourhood all enumerate their commodities in several different languages. Altogether, Antwerp is a most interesting place, and I was only sorry that my arrangements only permitted of a short stay.

Antwerp.

## No. III.

COLOGNE, 16th June, 1879.

Cologne.

I had intended going direct from Antwerp to Cologne, but by a misadventure found myself landed in Brussels at eleven o'clock at night, *minus* my luggage, which had gone on to Cologne. I waited upon the stationmaster and explained to him that I had omitted to change carriages at Malines, when he at once sent an official with me to a hotel to procure lodgings for the night, after having endorsed on my ticket that it would be available for the following day. How few railway officials in Scotland would have put themselves to the same amount of trouble! But all over the Continent, courtesy and politeness are the rule, and with the railway officials particularly so. On entering a station you are generally met by some one who asks where you are going, and on being informed at once shows you to your proper train.

Between Brussels and Liege, the railway traverses an agricultural and partly wooded district. In the neighbourhood of Liege

Cologne.

this is exchanged for a scene of industrial enterprise, and cultivated fields give place to numerous coal pits, foundries, &c. Liege, which lies in a picturesque valley, is an important town, nearly as large as Dundee, and one of the chief branches of industry is the manufacture of weapons of all kinds, which are principally made and mounted by mechanics in their own houses. Verviers, on the frontier of Belgium, is the next important town on the line. I came off the train at this place for a few hours, and dined quite sumptuously at the railway buffet for a couple of francs. Nothing to interest a stranger is to be seen in Verviers. Woollen cloth is the staple commodity of the place, and I was informed that upwards of 350,000 pieces are manufactured annually, worth 80 millions of francs. The water of the Vesdre, which flows through the town, is said to be peculiarly well adapted for dyeing purposes. About seven miles from Verviers the train stops at Herbesthal, the first Prussian station, where luggage is examined, and here the officials are all changed, and the train taken in charge by the Prussians.

*Cologne.*

In Prussia, as well as in Holland and Belgium, the conductor passes along the outside of the carriages while the train is in motion to examine the tickets. It is a little startling to a stranger to see a head popped into the carriage window while the train is running at full speed, but the arrangement has its advantages. It permits of longer stoppages at the stations; and one has always a few minutes time to come out and procure refreshments, of which there is always a good supply at the buffets, not the fossil remains of ancient cookies, tarts, &c., which we are accustomed to on the English and Scotch lines, but really good and fresh eatable stuff; and coffee, such as they only know how to make it on the Continent, is always ready. In order to procure refreshments it is even not necessary to come out of the carriage, for there is generally a waiter ready to hand you in anything you desire. At every station there are retiring rooms for ladies, with a female always in attendance, and altogether the arrangements are much in advance of ours.

After passing Aix-la-Chapelle, the

country partakes very much of the character of the lowlands of Scotland, and from thence to Cologne possesses no feature of interest. In Cologne I took up my quarters in the Hotel de Hollande, a very comfortable and well-appointed house, overlooking one of the piers from which the Rhine steamers start. The proprietor, who speaks capital English, is exceedingly attentive to his visitors, and makes one feel quite at home at once. No sooner, however, do you take possession of your room than a waiter knocks at your door to ask if you want to buy any Eau de Cologne, assuring you with many bows that he can furnish it cheaper and better than the shops. In fact, at every turn you are pestered with requests to buy this commodity. Whether the landlord has an interest in the sale of it or not I cannot tell, but it certainly becomes to be an intolerable nuisance. One gentleman told me that the only way he could get rid of their importunities was to affix a notice on his bedroom door—"I don't want to buy any Eau de Cologne." There are a great number of shops for the sale of this article throughout the town,

*Cologne.*



*Cologne.*

and, curiously enough, all rejoice in the name of "Jean Maria Farina."

The chief object of interest in the city, as well as its greatest ornament, is the Cathedral, said to be the finest and purest Gothic building in the world. Although begun in the 13th century, it is not yet finished, and I think it is very doubtful if the present generation sees its completion. The body of the church measures upwards of 500 feet in length, and 230 feet in breadth. The towers, when finished, will be upwards of 900 feet high. Both outside and inside the number of statues is amazing, and it would take days for any one thoroughly to examine and appreciate its beauties. Here the guides are even a greater nuisance than in Antwerp. It is quite impossible to stand for a minute at any part of it without being accosted by one of them, and one is forced sometimes to descend to rudeness before they can be got rid of. Cologne is a fortress of the first rank, and the fortifications include the town of Dentz, on the opposite bank of the Rhine, and are connected with this suburb by a bridge of boats.

Cologne.

Events of late years have brought the Prussian soldiers so much to the front, that I may be allowed to give my opinion of them from a civilian's point of view. A set of more clumsy-looking "yokels" I never saw in my life than those who were to be seen during my short stay in Cologne. There is a want of a soldier's "smartness" about their appearance, which may perhaps be partly attributed to the clumsy, flat, broad caps they wear ; and almost every third man has spectacles on his nose—certainly not a very becoming appendage to a soldier's uniform. They may be better drilled than our soldiers, but in point of physique and smartness they will not compare for one moment. There is a general clumsiness about them, which I can scarcely describe. They want the activity we are accustomed to see in a soldier. Altogether, I was sadly disappointed by their appearance. Of course, I have no right to judge of the Prussian army from the few specimens I saw, and I only give my candid opinion of the impression the garrison of Cologne made upon me. I believe all over the world army officers consider themselves

**Cologne.**

superior beings to ordinary civilians, but I defy any officer, of whatever nation, to give himself more offensive "airs" than does a Prussian.

Having occasion to pay a business visit to a village in the neighbourhood, I was witness of a scene which impressed me very much. It happened to be a Roman Catholic feast day, and the whole village was *en fête*. A procession of all the villagers, headed by a band of music, marched to a short distance in the country, where an altar was erected, and where they held a special service. Every one was dressed in holiday attire; the young girls in particular were a most attractive sight, all being robed in pure white dresses, with long white veils, and each carrying a bouquet of flowers. The music at the service was particularly fine, and the decent behaviour of old and young during the service was one of the pleasantest sights I have ever seen. Leaves and flowers were strewn all along the route of the procession, and in every window was placed a crucifix and lighted candles, together with beautiful vases of flowers. Even the very meanest and poorest houses had

their windows decorated, and all who were not in the procession stood with heads uncovered until it had passed.

Pleasant trips can be had by steamer to the environs of Cologne. And at the Zoological and Botanical Gardens, &c., you never fail to hear some splendid music from one or other of the military bands. The charge for admission is very moderate, and one can always dine at any of these places for a trifling sum. With the exception of the Cathedral there is really nothing special in Cologne to interest a stranger, and although there are always a large number of visitors, they generally only stay over the night either on their way from or to the Rhine.

Trade in Prussia seems to be as dull as in Scotland. I had occasion to call upon three different manufacturers, all of whose places were standing idle. Whether the new tariff will give an impetus to the German manufactories or not, it is yet difficult to say, but the Germans themselves seem to expect great things from Bismarck's new scheme; but in consequence of the precarious state of the Emperor's health, it is almost certain that although the new tariff

Cologne.

**Cologne.**

is carried now, it will not be of long duration, it being generally accepted that Bismarck and the Crown Prince do not pull well together, and in the event of the Crown Prince mounting the throne, a much more liberal state of matters is bound to follow.

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**No. IV.**

*TRIESTE, 19th June, 1879.*

**Trieste.**

On leaving Vienna, I made my way by railway to this city (Trieste), 15 hours express, and have been here for a few days. A good many people in the old country are under the impression that this is a second-class city, but such is far from being the case. Only let a number of our townspeople make their way here, and they will find it a modern and commercial city of the greatest possible interest, affording interest to its visitors by its imposing aspects, its pleasant position, the great beauty of its hills, its wide and handsome streets, which are all laid with large, square stone-blocks, two and three feet square, such as you will not find in any other city.

I am told that Trieste has made great progress during the last 50 years. Public buildings of all sorts you have now ; elegant palaces and delightful walks in all directions. Museums are to be found here. The collections are certainly grand in the extreme. Paintings you have here of great value, from the hands of the most eminent masters, from all parts of the world, so that one can spend his holiday here with great advantage.

*Trieste.*

This morning at 3.45, I had a knock at my door from the barber. After getting rid of that gentleman, I went to the harbour at 4.15, and got on board a small boat, and made my way to the "Maria" baths—a floating ship in the open sea, one hundred and sixty feet in length by eighty in width. The apartments are made of iron bars, and the open sea floats through them, you having to go down a few steps to get into the water. The apartments are well furnished, and have every comfort you can care for on board. At any hour you can have coffee, beer, wine, &c., on board, all at very moderate prices.

*During the forenoon I have been enjoy-*

*Extract.*

ing a drive over the numerous walks, parks, gardens, &c., and am greatly surprised at the quantity of fruit in the city during the day for sale ; but on going out of the city you soon see the rich gardens in great numbers, the owners of which have all their carts loaded the night before, so as to get into the town before the heat gets strong, and this produce is exposed in the open air, and soon gets into the hands of the town's people at *very* cheap prices. During the day I have visited some of the cafés, and these are got up with great taste, and you can enjoy yourself well, and spend very little money. Later on I had the pleasure of visiting the Asylum for Infants, which is kept up at the public expense. Here you have upwards of 500 boys and girls, all of whom are taken care of during the day when their parents are at work. This privilege is only granted to the deserving poor, who are unable to pay for the keep of their children. You find in connection with this institution a splendid kitchen with every requisite for cooking, also a good garden, and numerous other comforts *for the children.*

*Trieste.*

The New Poor House lately erected in Trieste is well worth seeing. It is situated at the foot of one of the beautiful hills on the eastern side of the city, costing, I believe, £50,000, and is the largest building in the city. The various buildings in connection with this institution are connected by a transept in the form of a cross, giving light and ventilation to every part of which they are composed, occupying an area containing about 11,000 feet. The elevation consists of a basement storey and ground floor, with two upper storeys and spacious attics. The ground floor, besides the principal entrance, contains the offices connected with the management of the institution, with divisions classifying age and sex, the workshops, stores for raw and manufactured articles, steam kitchen, together with departments for the baking of bread, distribution of soup and bread to the outdoor and casual poor. In the basement are stores for fuel, wine, &c.

On the first storey is the hall for public meetings, on the walls of which, inscribed in marble, are the names of the leading *charitable* benefactors. On the same floor,



*Trieste.*

independent of the dwellings of the domestics, are the apartments of the chaplain and workmaster, as also on one side are the dormitories for the male inmates, and on the other for the females. On the second floor a similar arrangement prevails in the separation of the sexes, the boys occupying one side and the female children and women the other. In the principal front of the edifice are located the school-rooms, together with the residences of the inspector, doctor, and matron. All round the institution are beautiful walks and trees where the inmates can enjoy themselves.

Before leaving this institution I was much interested in getting at the cost in working the Poorhouse. One of the directors told me he could not give it offhand, as the taxes for police, water, gas, poor, and other rates were *all* gathered in by the Town Clerk and his assistants once a year. On the tax receipts so much is put down for the various departments. In such an arrangement as this there must be a great saving to the inhabitants.

In this city you find numerous steam mills for the production of flour and bran,

and at these establishments are seen large lots of Dundee goods entering daily, I believe, from our old town. When the bags are filled the produce soon gets despatch to all parts in consequence of the large fleet of steamers and ships hailing to and from this port.

The manufacture of soap is carried on here to a very large extent, and a visit to one of these establishments is very interesting. Trieste has taken gold medals at all the great exhibitions for the great excellence of its productions. In the Chiozzo Soap Factory you can see twenty boilers and thirty-four vats for the carrying on of such a business, and reservoirs capable of containing one thousand tons of oil used in the process. This industry gives employment to a large number of people.

A large cream of tartar factory can be seen here, which is certainly a novelty. On inquiry I find the greater portion of its production goes to England and America. I had also the pleasure of seeing through a steam chocolate manufactory and a steam candle manufactory. On going to the harbour I found ships hailing from all parts of

Trieste.

*Trieste.*

the world, many of them with very valuable cargoes, employing thousands of workmen in loading and disloading.

I had the pleasure of spending an hour on the Bourse. Here you have many eastern merchants in their native costumes, which is certainly a grand sight, all eager at business, and, I am told, the turn over in value is very great at their daily gatherings.

To-day being Sunday, I got up early to have a drive to the beautiful sea port of Capodistria. We were not long out of Trieste when we met thousands of young and old women riding on donkeys, carrying each a sack of meal, bread, &c., for the supply of the people living on the hills all round about. On getting to Capodistria we went to the Roman Catholic Cathedral, and spent two hours, and heard a beautiful service, the music being very grand. The building is covered with valuable paintings, the congregation being a very numerous and attentive one. We were treated with great kindness on entering the building, and got a comfortable seat all through the service. On driving home in the afternoon

along the shores of the Adriatic I was very much struck to find hundreds of men busy collecting salt on Sunday afternoon. On the coast all round this the ground is level, divided into squares of about twenty feet, round each are twelve inches of clay. When the sea flows each of the squares is filled with salt water. On the tide going down the water sinks into the earth, leaving, to all appearance, a thin sheet of ice. This being repeated for three days a good supply of salt is to be found in the squares. The salt is then gathered, and taken to the salthouse, where it finds its way all round the country.

This morning (Monday), I have gone to see the new cemetery. This is one of the grandest sights I ever saw, the ground is very large and all round the walks you have the "Cyprus tree" in large numbers. They grow to a good height, and are very beautiful, a cutting of which I send you herewith.

Round the side of this extensive cemetery you have family vaults, each with their monuments in the finest marble, and round the monuments you have the busts of the deceased members. Never in my life have

Trieste.

*Trieste.*

I seen marble brought out in such wonderful shapes and forms. The workmen employed in such work all hail from Venice. On inquiry, I find these vaults and monuments cost each from 50 to 100,000 gulden. In the centre there is a lovely chapel, and numerous paintings in it, for the burial service of the Roman Catholic Church. On leaving this I went to see the Jewish, Greek, Servian, and Protestant burial places. These are all very grand and well worth a visit.

On my way home I went to see the new slaughterhouse. It is a handsome building, and having the pleasure of knowing the manager we arranged that I was to see part of the day's execution carried out. What a sight—50 splendid animals were polished off in a very short time, and without delay they were all dressed and ready for dispatch. The average is 100 per day.

On leaving this we drove to an extensive silk factory, and having seen so much here I must close and leave a description of it to another opportunity, as it is hard work to get up these lines after driving about for ten or twelve hours a day.

## No. V.

VENICE, 26th June, 1879.

On leaving Trieste, I came on to Venice, which, as every one knows, is one of the noblest, most famous, and singular cities in the world. On arriving at the railway station, instead of hiring a cab to drive you to your hotel, you have to engage one of the gondolas, of which there are something like over 4000 in the city, and after a rough railway journey this mode of locomotion is exceedingly pleasant.

Venice contains upwards of 100,000 inhabitants, only about half the number it had when an independant state, and it is said that nearly one-fourth are in receipt of relief as paupers. Comparatively little remains now of her ancient grandeur and importance, but the monuments of the skill and enterprise of her inhabitants in the shape of the many magnificent marble palaces and churches, which, although suffering from the ravages of time, bid fair to stand for centuries to the admiration of all beholders.

Venice.

*Venice.*

The city is situated on three large, and upwards of 100 small islands formed by 147 canals, connected by nearly 400 bridges. The islands, as a rule, afford no good foundations for buildings, and the city, for the most part, is built upon artificial foundations of piles or stone. The fact that this wonderful city of marble palaces seems to rise like a vision from the sea, is sufficient to render it at all times an object of interest; but particularly in summer and autumn, when the highest tides prevail, it is, indeed, marvellously beautiful, from the fact that the image of each palace is doubled by reflection in the green water.

The Square of St Mark is the great centre of business and amusement, and the locality most frequently visited by travellers in Venice. During several years' wandering I have chanced to see most of the famous squares in Europe, but, certainly, in my opinion, none of them will compare with this. Nearly 600 feet in length, and 300 in breadth, it is enclosed by imposing structures which seem to form one vast marble palace. These palaces were formerly the residences of the "procurators,"

the highest officials of the Republic, but are now very much blackened by age and the action of the elements. The finest shops in the city are situated in this square, and the beauty of the productions in glass, gold, and silver cannot be surpassed.

A curious scene is to be witnessed here daily at 2 o'clock. Thousands of pigeons are at that hour fed at the expense of the city, and are summoned together by the ringing of a bell, and it is a very interesting sight to see this numerous array of feathered favourites swooping down at the given signal to pick up the shower of grain which is thrown to them. According to tradition, these birds are the descendants of some carrier pigeons sent by the Venetian Commander who besieged Candia to announce the news of his success, and they are carefully tended, and highly revered by the citizens. There is a common saying that they fly round the city three times a day in honour of the Trinity, and that their being domiciled in the city is a sure sign that it will never be swallowed up by the waves.

The Cathedral of St Mark, on the east side of the square, is a noble building, in

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*Venice.*

the form of a Greek cross, covered by a dome in the centre, and arc at the extremity of each arm. The structure is of brick incrustated with richly-coloured marbles. The carved work, which is very profuse, is of the most exquisite description, and the interior is profusely decorated with gilding, bronze, and mosaics. Above the doorway are the four famous bronze vases which were carried away by Napoleon and restored in 1815.

The Palace of the Doges, which dates from the fourteenth century, is a magnificent building in the Venetian-Gothic style, and is richly decorated with foliage, figures of men, animals, &c.

The Bridge of the Rialto, crossing the Grand Canal, consists of one arch, the span of which is upwards of 90 feet and the height from the water 24 feet. It is very wide, and in effect consists of three streets—the centre one for ordinary traffic, while both sides are lined by rows of shops.

The famous Bridge of Sighs communicates with the Doge's Palace and prisons on the opposite side of the canal. Unlike the *Rialto*, this is a covered gallery, and

Venice.

prisoners when led to execution passed from the cells along this gallery to the Palace to hear sentence of death passed upon them. These once dreaded prisons, where so many victims of a bigoted and tyrannical age have languished, contain absolutely nothing to interest a traveller beyond the mere historical associations.

The churches of Venice are, as a rule, fine edifices, and many contain very valuable specimens of the works of Titian, Tinteretto, &c. The Fine Art Academy contains a splendid collection of pictures by the most celebrated Venetian artists. And here, let me remark, that almost all the celebrated galleries on the Continent are free to visitors during certain hours, and not only so, but permission to copy the pictures is also granted on a written application.

The Grand Canal, the main artery of the traffic of Venice, is nearly two miles in length, and from one to two hundred feet in width. Thousands of gondolas are here seen gliding in every direction, although little commercial traffic is carried on, the channel being too shallow for sea-going

*Venice.*

vessels. A trip on the canal, and especially in the evening, is most instructive and entertaining. If it chance to be moonlight, as was the case when I passed through it, the sight is magnificent in the extreme. Handsome houses and magnificent palaces rise on its banks, and the reflection of these structures in the still water is most charming.

Among the chief manufactories of Venice are the glass works, in which magnificent mirrors, artificial pearls, gems, coloured beads, &c., are made, and which employ about 5000 people. Jewellery, silks, laces, velvets, &c., are also manufactured, and sugar refining and shipbuilding are also carried on. A great many Dundee goods are used here, and altogether the trade seems to be in a flourishing state.

I was told during my short stay that a case of drowning is very rarely heard of in Venice; every one can swim, and even children of tender age are quite at home in the water.

As a rule, travelling in Italy is much more expensive than in other Continental countries, and the accommodation in the

hotels is scarcely as good as is to be found in Germany, France, &c. Begging is one of those national nuisances to which the traveller must habituate himself. It seems to be practised more as a trade than a genuine demand for sympathy. The best way for a stranger is to bestow a small donation, and to provide himself every morning with a supply of the small coin of the country for this purpose.

Venice is a place where one could spend a week or more with profit, but my visit being limited to a couple of days, my remarks upon it must be considered as rather crude.

*Venice.*

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### No. VI.

*MILAN, 30th June, 1879.*

Unlike what you have been experiencing in Scotland, the weather during my stay in Italy was exceedingly fine; and the heat during the day being so oppressive, I elected to travel from Venice to Milan during the night, so that I cannot speak of the scenery lying between the two cities. In fact, it is

*Milan.*

*Milan.*

almost impossible to travel during the day in summer, and the night trains are always well patronised.

The railway station at Milan is a very imposing structure and profusely decorated with handsome frescoes. The arrangements are also admirable, and omnibuses are in waiting for all the hotels, of which there is a large number in the city. Milan is one of the wealthiest manufacturing towns in Italy, and contains upwards of 200,000 inhabitants. The manufacture of silk is largely carried on, and in the neighbourhood an extensive trade is done in weaving jute yarns, which find their way mostly from Dundee.

I begin to think that I have a weakness for visiting churches, for almost my first visit in a strange town is to one or other of its sacred edifices, and Milan formed no exception to the rule. After having breakfasted, I at once made my way to the Cathedral, which is regarded by the Milanese as the eighth wonder of the world, and is—next to St Peter's at Rome and the Cathedral at Seville—the largest church in Europe. The interior is nearly 500 feet in

length and 186 in breadth. Built entirely of white marble, and adorned with innumerable statues, it is certainly one of the most magnificent ecclesiastical structures in the world. The stained glass windows are amongst the finest I have ever seen, and it would take days to examine the subjects thoroughly. The view from the summit is magnificent in the extreme, and is most interesting in the early morning just at sunrise. The Alps appear as if rising from a sea of gold, and the reflection of colour from their snow-clad summits is a sight never to be forgotten. Mont Blanc, Great St Bernard, Monte Rosa, &c., are all quite conspicuous, and one is well repaid for the laborious ascent of something like 500 steps. In fact, no visitor to Milan should omit seeing a sunrise from the summit of the Cathedral. There is the usual art gallery in Milan, containing upwards of 400 paintings by celebrated masters ; but I have seen so many of these during my holiday that I merely walked through this one, without stopping to examine any of the pictures.

All Milan is paved with granite, and the

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**Milan.**

shops will vie with those in Paris. The jewellers in particular make a grand display in their windows, and the prices they charge for their wares are very much lower than the same tradesmen are content with in England, whilst the workmanship is in many instances superior. These shops are chiefly to be found in the "Corso," the universal fashionable promenade of the inhabitants. This celebrated street presents a most animated appearance in the afternoon and evening, being crowded with all the beauty and fashion of Milan. The ladies dress with a degree of taste I have seldom seen in any town I have visited. The harmonious blending of colours in their dresses is exquisite; nothing is gaudy, and all is in the most perfect good taste. The streets in general are regular, wide, and well paved, and kept with scrupulous care.

Among the secular buildings of Milan the most noteworthy is the magnificent Brera Palace, formerly a Jesuit College, and now used for public schools of the fine arts. Within its vast precincts this unique institution includes an academy of art, a choice gallery of paintings, a splendid public

library of 140,000 volumes, and a rare collection of manuscripts, medals, and antiquities; it has also attached to it an observatory and a botanical garden.

The places of amusement are on a grand scale. The celebrated theatre of La Scala accommodates 3600 spectators, and the evening I visited it was crowded from floor to ceiling. The Italians, like the French, are a very gay people, and passionately fond of amusement. In the evenings the cafés, theatres, &c., are always crowded, and I believe there is very little of the quiet home life we are accustomed to in Scotland. They seem to live always in a perfect whirl of excitement.

I go from here to Turin, and will endeavour to give you my impression of that city in a future letter.

Milan.



## No. VII.

GENOA, *2d July, 1879.*

Genoa.

After closing my last letter I found a business engagement caused me to go to Genoa before visiting Turin, and as the weather was still very warm during the day, I decided to take another night journey.

On leaving the station by train at seven o'clock, I was very much struck to see so many of the well-to-do people working in the orchards and gardens in the evening to a very late hour. This they do all the year round, and they are at work again by sunrise. The Italians seem to be a hard-working, steady, and industrious people. After hearing from home that the weather was very bad, it was a very pleasant sight to a Scotchman to see the farm servants busy securing the crops for the season.

Genoa is a truly wonderful city. After getting comfortably housed in the "Hôtel Feder," I felt quite at home. I experienced much pleasure in being introduced to some Americans, there being many of them here

at this season. They seem very proud of their own country, but, unfortunately, many of them are in the belief that they may have a good deal of trouble at no distant date, one going the length of saying that the American Congress is perfectly rotten, and that he himself knows that the members are entirely bought up by outsiders every now and again, so as to get measures passed by the Senate. Such a state of matters is far from creditable. We ought to rest and be thankful in our old country, and keep free from such vices.

However, I must proceed with my task. After getting breakfast I went out, but found the weather terribly hot. Under shelter of my umbrella I found my way to the shores of the Mediterranean, where I was glad to get the fresh breeze and sit for a considerable time enjoying the scene before me. There was an immense quantity of large ships under canvas, all ploughing their way to other shores on an extremely calm sea.

The hotels of this city are of no great pretensions, although comfortable. The charges are somewhat high.

*Gross.*

**Genoa.**

During the day the city looks as if it were deserted, until six o'clock in the evening. Then you see the wooden shutters taken from the windows, which are left wide open. The streets are then covered with people, numerous theatres are open, playhouses are full of the working classes, and the many music halls are each and all doing a roaring trade.

The harbour of Genoa is good, and several steamers are always on the berth which sail to the various Italian ports during the summer season. A trip in one of these steamers is a great treat, and can be done at little expense. The city is beautifully situated, rising from the sea on the slope of the mountains, and like many of the other Italian towns it is in possession of many pretty palaces.

The people here carry on a most extensive trade with the East. During the middle ages they had very great possessions there, but the Turks and French wrenched them from them bit by bit during the many wars in which they have been engaged. Business is actively carried on here, and many families are very wealthy. Genoa

is certainly the most important commercial and seaport town in Italy. On making inquiry I find that no less than 2000 foreign ships enter the harbour annually with produce of various kinds, besides several thousand sailing vessels and steamers connected with the coasting trade. The annual value of imports amounts to £20,000,000 sterling. Many monuments of grandeur from bygone ages are in a good state of preservation, and it is a pleasure to wend your way along the streets to see these. All the streets are paved with marble, but unlike most other continental cities, in many cases the streets are very narrow, even more so than in our good old town.

This city is well fortified. The first of the fortifications extends to about seven miles, enclosing the city ; the other extends to about 20 miles, encircling the hills round the city. On the tops of these hills are strongly built towers, and in the case of war it certainly would be a difficult matter to storm Genoa. No one should omit to visit this city when in Italy, as its beauty of situation and historical interest render a

Genoa.

*Genoa.*

visit most agreeable and attractive. I paid a visit to the beautiful Church of S. Maria di Carignano, situated on one of the highest points of the city, and it being Sunday I had the greatest pleasure in staying to listen to the interesting service and splendid music. The church was packed to the door. Here, as in other Roman Catholic cathedrals, I met with great politeness. The officials are always ready to give the utmost attention to strangers. I was much astonished to see the ladies all using their fans during service. The cathedral, with its lofty dome, is an imitation of the original design of St Peter's at Rome, and is remarkable for the harmonious symmetry of its interior. The greatest attraction is the view from the highest gallery of the dome, which is got at by climbing about 300 steps through lighted staircases. What a wonderful sight you have before you. The fortifications are here seen to great advantage, and the vast blue expanse of the Mediterranean, with its many ships from all parts of the world gliding over its waters, makes an impression never to be forgotten. With my glass I saw the island of Corsica

in the distance. I visited most of the other churches, all of which are well worth seeing, the greater part of them being built of marble, and containing many valuable paintings. I went over all this ground in the early morning, and notwithstanding I can assure you it was hard work ; so much so that I had to go in for an early dinner and rest until evening. I then went down to the harbour and hired a boat to go out into the bay for a few miles. How beautiful it was here, to see hundreds of pleasure boats of as many colours sailing about. On my return I went to the Free Harbour, landing at the Piazza di Scaricamento, in which almost all the hotels are situated. Arcades are situated along the side of the harbour. These with their beautiful marble platforms are the favourite haunts of the inhabitants. To get a really good view of these arcades and the numerous throng of people frequenting them, you must go to the Gran Terrazzo Marmoreo. In the early part of the morning you can have a charming walk on this fine terrace, although here a stranger is immediately assailed by the boatmen with offers of their services. They

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*Genoa.*

are very easily paid, and to take a turn round this lovely bay before breakfast is very agreeable and beneficial for the health.

The Town Hall is a splendid building, containing numerous paintings of great value. Beside this building there is the chief guardhouse of the Municipal Guard. At all times a number of troops are to be found here. A little farther on is the handsome University, the buildings of which are entirely modern (1812). The chairs of this seat of learning are handsomely endowed by large sums bequeathed by several Italians. In connection with the University there are a most extensive library, a natural history museum, and a botanical garden. Altogether this is a really handsome structure, with every comfort for the professors and students attending it.

Immediately beyond is the grand white marble statue of Columbus, born in 1447. The statue was erected in 1862, and is surrounded by figures in a sitting posture, representing Religion, Geography, Force, and Wisdom.

The people of Genoa have not been slow

Genoa.

to provide themselves amusement and recreation ground. There are many public parks, all of which are crowded at all hours of the day. The publichouses are not very numerous, but these are not much frequented. In the evening the people with their families prefer going to the parks, where they can be served with tea, coffee, or beer, if they are so inclined. In all these parks there is a good military band playing. A few hours can be spent very pleasantly by going to the Villa Pallavinci, which is close to the coast. The grounds here are laid out with great taste. The flowers in the plots are so arranged and the colours so harmoniously blended that they form a most charming scene. One of the gardeners will conduct you through the grounds for a very small fee, which is well spent. The grounds extend far up the slopes along the coast. Specimens of the finest southern plants are to be seen here. Cedars, magnolias, magnificent oleanders, and camellias all grow in the open air. On the highest point of these grounds you find a splendid tower, from which a grand view is to be had of Genoa and the bay beyond.



Genoa.

I think this is one of the finest views could be imagined. Above you have Italian sky without a cloud, beyond are the blue waters of the Mediterranean studded with ships, and in the foreground Genoa, with all its handsome structures and fine gardens. I feel that words will describe the beauty of this scene, and hour being late, I must prepare for starting in the morning by rail for Turin, to which city I shall endeavour to drop a few lines.

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## No. VIII.

TURIN, 4th July, 187

Turin.

After a ride of six hours from Genoa we have reached Turin. The country on the way is very interesting, and seems in a high state of cultivation. During the journey we passed over some very extensive bridges which are well got up, and to all appearances very secure. On nearing Turin we passed a good deal of hilly country, studded with handsome villas, well surrounded with

trees and fine grounds. One of these is of considerable interest to a Scotchman, being the royal residence of the late King Victor Emmanuel I., who died in 1823.

This city has served under many Royal masters, and has suffered much from time to time, but now it looks well. During the residence of the King, from 1859 to 1865, while it was the capital of Italy, substantial improvements in all directions were made.

The University is a noble building, presided over by a staff of about seventy professors, and attended by upwards of 2000 students.

Turin is situated on the river Po, and during the evening you would almost think that one half of the population is in the river bathing. The town is entirely modern, as you can soon discover in going over it. Here there are splendid squares and very wide streets, the most frequented of which are the Via Nuova and the Via di Po, leading from the Piazza Castello to the bridge over the Po. In these streets there are some splendid shops, but a stranger going into them would require to keep in mind that the Italians always ask three

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Turin.

times the price they will ultimately take for their goods, which is a very bad practice. On entering a jeweller's shop I asked for an article, the price demanded £12. I at once told the shopman it was a joke, but he was very serious, and being a good speaker, he went over all the virtues of the article in question. I offered him £5, but he would not look at it, so I bade him good morning. However, I was not many yards down the street when he was after me, and in the most polite manner possible offered me the article at my own price. Travellers all complain loudly against this mode of doing business.

The Palace Madama, situated in the centre of the Piazza Castello, is the only mediæval structure of which Turin boasts. It was occupied by the mother of King Victor Amadeus II., who did much to adorn it in 1718. This noble palace was the seat of the Italian Senate until 1865. In front there stands a beautiful marble monument in honour of the Sardinian army, erected in 1859, representing a warrior defending his colours by his sword, and the king on horseback at the head of his troops.

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The Royal Palace is a very imposing structure, erected during the last century. It is built of brick, and very elegantly got up in the interior, nothing apparently being wanting to make it a comfortable house for the illustrious parties who have from time to time been its occupants. On entering this noble building you are ushered into the grand hall, where there is a statue of Victor Amadeus First. The figure is of bronze, and the horse marble, and under the latter are two slaves. During the absence of the Royal family you have no difficulty in getting through the palace. Of course you have to make up your mind for the usual gratuities at each step. The Royal families for a long period have been eager for books and drawings of every description, the result being that there is a really splendid collection of the leading authors and artists of all countries. The books are all in excellent order. The Royal gardens are extremely pretty. Here are to be seen the choicest plants and trees from all countries, and twice a week you can have the pleasure of listening to sweet music from the finest military bands.

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The Zoological Gardens contain a splendid collection of animals and birds from all the ends of the earth. On this establishment large sums are spent to make it a truly grand reception room for the wild beasts of the earth.

The Palazzo Carignani is a very large building. It was occupied until the year 1865 by the Italian Chamber of Deputies. Since the removal of the Court it is now occupied by the local authorities. In front of this palace stands the beautiful marble statue of the philosopher and patriot Gioberti, and on the east side the splendid bronze monument of King Charles Albert, the pedestal of which rises on four steps of Aberdeen granite. The corners below are four statues of Sardinian soldiers, above them are four female figures representing Martyrdom, Freedom, Equality, and Statute Law.

Here as in every other Italian city there are fine picture galleries, and museums of natural history and antiquities. But these are so extensive, and their contents so numerous that I am really at a loss to know where to begin and where to end in giving

an outline of what is to be seen in them. No less than twenty-five rooms are packed with valuable paintings, antiquities of every description, and many beautiful and interesting fossil slabs with specimens of bygone ages. I don't know any city which contains such a varied collection of the above as Turin, and to the credit of the people, be it said, they don't grudge the necessary funds to keep them in first-rate order.

Here the Italian army draws its supplies of military weapons, which are manufactured to a very large extent in the Government arsenal. There are gun factories, artillery workshops, and places for the manufacture of all other war material.

Having exhausted the leading sights so far as picture galleries, museums, pleasure grounds, &c., are concerned, to-day I hired a carriage, and being in company with a business friend, we determined to have an early breakfast (6.30), and go the round of the monuments of Turin, which are exceedingly numerous and grand. They are in excellent order, and all bear testimony to the valour and talent of kings, warriors, historians, and statesmen, who have had the

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Turin.

true interest of the nation at heart. Opposite the statues in the Court are several memorial tablets. One is placed in the house in which Count Cavour was born, and a statue in the Exchange was inaugurated in memory of him in 1862. Never in all my wanderings have I seen so many handsome monuments in marble and bronze, and which must have cost a most enormous sum of money, but neither time nor space will allow me to describe each one separately.

In the cool of the evening I decided to have a quiet walk over the numerous bridges spanning the river, which runs through the centre of the city. These handsome stone and suspension bridges have been erected from time to time by the inhabitants, who have not spared money for that purpose. Having to call at Marseilles and Lyons on business matters, perhaps I may give you a line in passing.

~~Marseilles.~~

## No. IX.

MARSEILLES, 7th July, 1879.

On leaving Turin, I found my way down to the shores of the Mediterranean, and was truly glad to get the fresh breeze blowing from that great sea, as it has been terribly hot during the present week.

The first stoppage I made was at Nice for a few hours. This lovely city has been in possession of several Powers, but has suffered little compared with some of the other Continental cities. Nice during the autumn and winter months is filled with invalids from all parts of the world, particularly Americans, English, and Germans. Here you get free from the harsh weather experienced in the northern countries, the town being well protected from the winds. In the city you see few buildings of any great pretensions. The churches are very plain. All the decorations, &c., you find in most other Italian churches are not to be seen here. I hired a conveyance for a couple of hours, and examined the outskirts of the city. There are charming drives



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through miles of old trees on each side. Along these drives you see numerous handsome villas, got up in the most superb style possible, and in the afternoon you can see many families dining in their verandahs, and in the open air under the shelter of the trees. The gardens are full of the choicest flowers and plants, including oranges, olives, figs, &c. During the summer months, it being so warm, all the leading families leave for other parts, so the city looks almost deserted.

Next morning I booked for Cannes. On my arrival I found it to be a magnificent place, containing some ten thousand people, and agreeable in consequence of its sheltered position. It is a capital resort during the winter for delicate people, who flock to it in great numbers. During my very brief stay I got the residence of the late Lord Brougham pointed out to me. It is an exquisite little building, with beautiful grounds around it, but the great English statesman and lawyer is no longer seen. However, the page of history will never allow such an illustrious name to be forgotten.

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In the evening I take out my ticket for Marseilles, and on reaching that city, settle down in the "Grand Hotel de Louvre," which is very extensive, containing no less than 250 rooms, with every comfort for travellers. Here the Customhouse authorities are on the outlook. A Frenchman with a large cocked hat demanded my nationality, and before I had time to answer he said I was an Englishman, to which I gave a stern reply, "No, sir; I am a Scotchman." The official in question bowed me on with all politeness, and when my luggage came to be examined, I was not asked to open anything. However they were not so polite with two Germans who travelled in the same carriage with me. These two parties had to turn out every article in their boxes, and the officials actually put their hands on their topcoats to feel if they had any suspicious article. The feeling between Frenchmen and Germans is very keen, and to all appearance a terrible day of reckoning must come sooner or later. Even lady travellers from Germany are subjected to the same ordeal when crossing the frontiers. Marseilles contains

Marseilles.

nearly 300,000 inhabitants, and all the round the greatest possible activity vails, in consequence of the great trade and anon going on in shipping. The harbour is built in a most magnificent style, science in every department has been brought to bear on its construction. This being the chief Mediterranean and steam-packet station for the various countries with which it trades, it is much frequented. During the busy shipping season there is accommodation for upward of 2000 vessels, many of which are very large and hail from the East, Africa, Italy, Spain, land, &c.

This city is certainly the finest in France and the leading avenues to it are magnificent, being lined with lovely villas, the pretty grounds in connection there make the neighbourhood a comfortable place for one out for a holiday, and hailing from an old Scotch town where there is smoke and abundance floating over it all hours of day. I visited this city some few years ago, and in doing so found an old and a new town, but this year I am astonished to see such a change on it. Whole streets

buildings have been pulled down, and these are now replaced with blocks of really handsome houses. The late Emperor and the Corporation took special interest in the remodelling of the city, and it is well known they were liberal contributors to the improvement fund.

The city can now boast of many public buildings. The first I entered was the new Exchange, where I spent an hour or two. What a strange sight to see merchants from all parts of the commercial world eager for business and money making. The clamour and noise of so many tongues speaking so many languages resembled the noise of the great ocean. This building is, I believe, the largest and handsomest of the kind in Europe.

The new Cathedral is a noble building, and does infinite credit to the people here, who seem to have brought the ablest workmen from all parts of Italy and their own country to adorn it with their handicraft. One curiosity about this building is that it is constructed with alternate layers of black and white stone, which give it a really picturesque appearance. Many other

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**Marseilles.**

churches are to be seen which are worthy of a visit from the traveller.

I went again to the docks to see some steamers coming in from the east. These are very large and powerful boats, bringing a great many Orientals as passengers, whose dresses are of a somewhat novel fashion, and from their appearance they seemed to have suffered considerably while at sea. The cargoes are very valuable, and some rare and valuable curiosities can be purchased from the sailors on their arrival at little cost.

I then spent a short time in the beautiful church "Notre Dame," which is a splendid edifice, and contains a beautiful image of the Virgin, also a great many tablets presented by those who have been saved from shipwreck and other perils. The grounds all round this noble building are laid out with great taste, all in keeping with the sacred edifice. In the tower there is a bell weighing 12 tons. Its tone is very fine, and on a quiet Sunday morning it is a very impressive sight to see the people wending their way to the Church at the call of this great bell. From the top of the

great tower a grand view of the city can be got. On a clear day you can see the whole of the buildings occupying the entire valley, besides the large number of white villas on the surrounding hills, which look very handsome and comfortable. You have also a good view of the harbour and the numerous islands out in the sea.

Having now exhausted the sights here, I prepare to leave, and again find my way to the railway station, and take out my ticket for Lyons. As this is a day journey, I enjoyed it very much—in fact, the whole ground on the way seemed an immense flower garden. There are a great many stations between Marseilles and Lyons, at all of which refreshments can be had of the very best quality at moderate prices.

Lyons is much more extensive than I had supposed, there being 330,000 inhabitants. The manufacture of silk is carried on here to great perfection, and on a very extensive scale. In the numerous shops of the city the beautiful manufactured articles are displayed. This is one of the first towns in France, and entirely modern. No less than seventeen beautiful bridges cross the Rhone

Marseilles.

Marseilles.

and Saone. The city is protected by 18 powerful forts, which are spread over its entire outskirts.

Here, as in other continental countries, are many beautiful churches. On going through the leading streets you pass many of them, besides numerous fine gardens and orchards.

The "Observatoire," not far from the church "Notre Dame," contains a miraculous image of the Virgin. No less than 1½ millions of pilgrims annually visit it. Here a grand view is got of Lyons with its two rivers, fine bridges, and well cultivated grounds. During the summer months Mont Blanc is distinctly seen.

Here I have seen many beautiful paintings and numerous store houses where art of every description is gathered, but I am totally unable to give you the slightest notion of their grandeur.

I find business leads me a second time to Cologne, so I am to take a night journey by rail, and as I have already written you from that city, my next and last will be from Hamburg before taking steamer for the old country.

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## No. X.

HAMBURG, 10th July, 1879.

Having arrived once more in the city of Cologne, I repaired at once to my old quarters the Hotel de Hollande, and rested for the day, resuming my journey in the evening for Hamburg, *via* Bremen, a ride of twelve hours. We stopped at Bremen for nearly an hour, and had breakfast. Being open for any amount of sight-seeing, I managed to get a run down to the jute factory in this city, and after a minute inspection and searching inquiry I came to the conclusion that this establishment was far from being a paying one, or one that could do much to damage the jute trade in Dundee. Curious to relate, the workers have pretty high wages, but very long hours, and even Sunday is encroached on; but the out-turn of the place, I am told, does not exceed similar places in Dundee, working much shorter hours.

At this early hour in the morning hot coffee, &c., was ready laid out on a table on the platform at the railway station, and



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civil and obliging waiters ready to hand it into the carriages if wished. How much better an arrangement this is than having to scramble for refreshments as one is forced to do at Scotch and English railway stations. Certainly they manage those matters better on the Continent. On arrival at Hamburg I put up as usual at "Streit's Hotel," a large, comfortable, and not at all expensive house overlooking the Alster Basin, a magnificent sheet of water, surrounded by some of the most elegant and sumptuous buildings in the city. This lake is the grand resort of the Hamburg people, who float over its waters in tiny steamers and gaily painted small boats, or booze and smoke in pavilion cafés on its banks.

In this city there is a "Million Club," every member of which is understood to be worth one million sterling. These gentlemen with their families are as a rule settled down in grand mansions surrounded by beautiful gardens, situated along both sides of the Alster. There is here one of the finest drives I ever had down the one side, then crossing the river and returning by the other.

## Hamburg.

Hamburg is divided into the old and new town, but since the great fire of 1842, when fully one-fourth of the city, including most of the public buildings, was burnt down, its appearance has been greatly altered, and the present city contains many spacious and wide streets, principal amongst which are the Neuerwall and Jungfernstieg, which contain the finest shops, where there is plate-glass, gilding, decoration, and lavish expenditure on every side.

To eat and drink seems to be the great end of Hamburg life. Not only are there large hotels, restaurants, pastry cooks, and fruiterers in every street, but at every dozen doors you find a board announcing that in the basement below the level of the pavement is an oyster cellar. "Austern and Frühstück"—oysters and breakfast—that is the hospitable announcement of the sign-board, and there the fast young merchants congregate to indulge themselves and discuss the morning papers before they arrive at their counting-houses.

Hamburg is a thorough business place, and its merchants, who trade to all quarters of the globe, have all a keen eye to the

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main chance. No stranger should omit to visit the Bourse or Exchange at one o'clock. I guarantee that he will see a sight which is seldom equalled, if ever surpassed, anywhere else. Enter the building a few minutes before that hour, and save a few stragglers it is quite deserted, but no sooner does the hour strike than the scene changes as if by magic, the whole building is at once filled by an eager crowd of money-making merchants, and looking down from the gallery I could only compare the roar of voices to the noise of the sea. Jews form a large proportion of the Hamburg merchants, and the screaming, yelling, and gesticulating of these descendants of Abraham is something deafening. The noise actually seems to soak you through and through. One great advantage of the Hamburg Exchange is that you can always find out the man you want amongst the motley crowd, for each has his particular flag-stone on which he always stands. In this way business is much facilitated, and I should like to see some such arrangement amongst our Dundee merchants and manufacturers. It would save an immense deal of time which is

otherwise wasted needlessly. The Church of St Nicholas is remarkable for its having the highest spire in Europe, viz., 471 feet. This and St Michael's Church are the only two important ecclesiastical buildings in this city.

The opera house is a fine building with room for 4000 people, and there are several minor theatres in the suburbs.

The Zoological Gardens are a very fashionable resort. The gardens are beautifully laid out, and the collection of wild animals is very extensive, in consequence of the shipowners of Hamburg having so many opportunities of bringing them home from foreign lands. There is always at least one regimental band playing in the grounds, and refreshments of every description are to be had at very low prices. Here many families congregate in the afternoons and evenings, all to enjoy a cup of coffee, &c. What a sad contrast our Balgay Hill and Baxter Park are to such a place. The inhabitants of Dundee have, in these pleasure grounds, every accommodation for spending their leisure hours ; and were refreshments served out, as in Continental cities, I am *sure the following lines could be well said*

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on the part of the authorities, and as truly endorsed by the inhabitants—

"Let all our toiling thousands to their own hills repair,  
To see their sylvan beauties, and breathe their healthful air."

Tramways run through all the principal streets, and the 'busses are something to wonder at. In this respect the Hamburgers seem to be 100 years behind other Continental cities. They are the most antiquated and clumsy-looking vehicles that could well be imagined, and some of them are so high that one is always expecting them to topple over. Hamburg is a free, imperial city of Germany, and in many respects it possesses what the Irish people are clamouring for—viz., Home Rule.

This city is famous for its shipping. On the river you see a regular fleet of ships, all sizes, besides an immense number of steamers. In one word, you have vessels here every week to and from all parts of the world.

Delightful excursions can be made to the environs of Hamburg, chief of which are the now favourite resorts Terripsbrücke and Blankenese. At these places one is always sure to find good music and all sorts

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of refreshments. At Blankenese you can spend an afternoon to great advantage. The drive is through old trees on the side of the Elbe, and to see the ships and steamers sailing up and down the river is a grand sight. Before leaving this city I went out to Weismar *via* Lubeck with the view of seeing an old Dundee merchant, who has lately become a landed proprietor there. On my arrival, he was waiting for me with his carriage. We then drove over a beautiful country to his mansion house, which is a model of comfort and neatness. After refreshing ourselves with a little of the good old Rhine wine, he and I went over the grounds, where good crops were nearly ready for the sickle, and on the home farm I saw some fine cows, horses, &c. My friend insisted upon me staying a week, but having a long journey before me I was reluctantly obliged to decline his offer.

During all my wanderings this year, in connection with the present trip, I have scarcely seen one person the worse of drink, for the simple reason the people have so many inducements to draw them and their families away from the publichouse; and

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I am of opinion that were more means of amusement in the shape of open-air concerts &c., provided for the people of Dundee, the trade of the publican would not be so lucrative as it is now.

I regret very much that my engagements at home will not allow me to spend as many days more here, for it is a place at which one could at any time spend a week to advantage. It is more cosmopolitan than many of the other large Continental cities, and I did not feel myself so much a stranger as in the other places I have visited during my present holiday trip.

This letter is the last of the present season, and it only remains for me to tender many thanks for your kindness in allowing me to occupy so much of your valuable space. If your readers have found my letters to be of some interest, and have enjoyed them in their leisure hours, I am amply rewarded for my trouble. I had a splendid trip, and if any of your readers should go the same round next season, I am certain they will see much to refresh their minds, and at the same time recruit their health.





